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號十六百五千七萬一第

日八十二月六年寅甲

HONGKONG, WEDNESDAY, AUGUST 19TH, 1914.

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Hongkong, 9th June, 1914. [805]

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Hongkong, 24th April, 1914. [614]

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8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 2.45 " " 15 " "
2.45 " " 3.10 " " 10 " "
3.10 " " 3.15 " " 10 " "
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5.00 " " 6.00 " " 10 " "
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Hongkong, 29th May, 1914. [502]

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Hongkong, 27th June, 1914. [723]

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[822]

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Dairen (S.M.R. Train)	11.00 a.m.	1.00 p.m.
Changchun (S.M.R. Train)	1.00 p.m.	3.00 p.m.
Harbin (S.M.R. Train)	3.00 p.m.	5.00 p.m.

SOUTH BOUND.

Connecting at Harbin with	Departure	Arrival
Shanghai (S.M.R. Train)	7.00 a.m.	10.00 a.m.
Dairen (S.M.R. Train)	11.00 a.m.	1.00 p.m.
Changchun (S.M.R. Train)	1.00 p.m.	3.00 p.m.
Harbin (S.M.R. Train)	3.00 p.m.	5.00 p.m.

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The above fares do not include the Express Train Berth Fee.
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Hongkong, 3rd July, 1914.

[742]

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[1492]

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They give a free and lasting lather,
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For delicate and sensitive skins they are
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The Daily Press.

HONGKONG, AUGUST 19th, 1914.

Speaking in the House of Commons three or four weeks ago, Sir EDWARD GREY explained the efforts that are being made to secure for Great Britain a free hand in the matter of industrial and railway concessions in China, and to extricate her from the complications that have been produced by the agreements between financial groups of various nationalities. The idea of "pooling" all concessions in China vanished into thin air when, just a year ago, the Quintuple Group was dissolved and its various internal agreements annulled by mutual consent, except that portion of the Five Powers Agreement relating to State loans for administrative purposes. Alluding to this modification of international policy in China, the Foreign Secretary added, "We now have pending considerable railway concessions, and I believe that this arrangement of groups enables different combines, including ourselves, to go ahead more freely in those parts of China where they have particular interests," and a very agreeable commentary on this optimistic view is furnished by the realization of one of the pending concessions. On December 18th last Messrs. PARSONS signed the preliminary Agreement for the construction of a railway from Shasi to Singyifu, in the South-west of Kweichow, but, in the matter of railway schemes and preliminary Agreements that characterized the end of 1913 and the early months of this year, it was difficult to be very optimistic about any particular proposal until it had advanced a stage nearer realization. Happily, the Shasi-Singyifu line has emerged successfully from the limbo of preliminary Agreements; the final contract was signed a few days ago, and it is now only a question of time before the railway itself will have been constructed under British auspices and by British capital, so adding considerably to our interest and influence in one of the richest Provinces of China and placing us in the forefront of the development of one of the least known—Kweichow. This line, representing as it does the first considerable industrial concession

that has fallen to Great Britain, acting by herself, for many years, promises to be of great importance to us in Central China and to advance and consolidate our interests there, so a recapitulation of its main features may not be out of place. The length of the line will be about 300 miles; it starts from the Yangtze port of Shasi in Hupeh, and goes straight across Hunan and Kweichow, passing through Changteh, one of the chief commercial and industrial centres of the former Province, and Kweichow, the capital of the latter. A branch from Changteh will connect it with Changsha, the capital of Hunan, and so link it up with the Yuet-Han Railway. Hunan, where German efforts have been concentrated more than anywhere else, and where German influence threatened to predominate, will thus be traversed by two main lines and one branch, all constructed under British auspices. The position in Kweichow will be even more interesting, for that Province is practically virgin soil, absolutely untouched by any existing railway and devoid of almost all facilities for communication. At present the poorest of China's Provinces, it is generally agreed by geologists that its mineral wealth is exceptional, but hitherto it has not been possible (even apart from the restrictions on mining imposed by the Chinese Government) to do anything to develop these resources, as, in the absence of railways and rivers, the cost of transport of any ore extracted would be prohibitive. The failure of British industry to establish itself in Western China has been the subject of many lamentations, notably, recently, from Mr. A. ST. MOORE BENNETT, of Yunnanfu, who pointed out in one of his letters to the Times that no contract had been obtained in Yunnan by a British firm for ten years; and in Kweichow things were even worse, but now Great Britain will appear as the pioneer of the development of that backward Province and, we hope, will reap the pioneer's reward. So much for the concession from the British point of view: to China, too, it will be of the utmost advantage in many ways. Connecting as it will with the Ch'uan-Han and Yuet-Han Railways, it will be an essential link in the network which, by making easy communication with all parts, is aiding so materially in diminishing the independence of the Provinces and fortifying the position of the Central Government. It will also provide an alternative route to Yunnan, so that it will no longer be necessary for all the traffic of that Province to pass through French territory, and not improbably this new line will divert from Tsungking to the Yangtze a considerable portion of the Yunnan trade. It will, in short, be a very effective counter-move to the various French projects for railway penetration in South-west China and to her aim of building up, by means of the Haiphong-Yunnan, Yunnan-Chungking and Chungking-Yamchow lines, a sphere of influence in that region.

The Colonial Secretary's office informs us that Bangkok has declared Hongkong free from plague, and inspection at Kohra is dispensed with. Swatow suffered rather badly by the typhoon which struck it on the night of the 14th inst. A number of Chinese boats and three launches were sunk in the harbour and many houses were damaged. Judgment has been reserved in the action of the N.Y.K., as owners of the *Jinsen Maru*, and the Indo-China Steam Navigation Company, as owners of the *Wing Sang*, which was a sequel to a collision at sea between the two vessels.

Rehearsals in connection with the "Blue Bird," to be produced in aid of charities towards the end of October, have been resumed. As it is impossible to notify the many children taking part individually, the parents are particularly requested to allow them to continue attending every Monday afternoon as before until further notice.

At the Magistracy yesterday a Chinese was charged before Mr. Wood with being in unlawful possession of 550 rounds of Winchester rifle ammunition, two boxes of percussion caps, and a dagger, and also with offering a bribe of \$10 to a Chinese constable. The ammunition was found by the constable concealed in a false bottomed box on the Wing Lok Street wharf. Defendant was fined \$200 on the two charges.

An inquiry was held at the Gaol yesterday by Mr. J. R. Wood (Coroner) into the death of a Chinese named Chan Yu, a prisoner at the Gaol. It was stated that the man was sent to prison on the 20th October, 1913, for 12 months' hard labour for returning from banishment. Medical evidence was to the effect that death resulted from natural causes, and a verdict in accordance with this evidence was returned.

FIRE IN HONGKONG

Just before eleven o'clock on Monday night an outbreak of fire occurred at a four-storey building, occupied as an eating-house, No. 229, Queen's Road West. The fire apparently started in the staircase between the first and second floors, and very soon the whole building was in flames. The second and third floors of No. 229, which adjoins, became involved, but the ground floor of this house, a wine and spirit shop, escaped. The Fire Brigade worked determinedly against heavy odds, and succeeded in confining the fire to the two houses, a task which at one time seemed unlikely to be fulfilled owing to the exceptional ferocity of the flames. It was very fortunate that the fire did not break out later in the night, for a great many people sleep on the premises, and they would have been caught in a death-trap owing to the destruction of the staircase and the rapidity with which the fire developed. As it happened, the majority of the occupants were awake, and with the aid of the Police and Fire Brigade were safely got out. Damage to the extent of about \$3,000 was done before the flames subsided. The loss is practically covered by insurance in the Mitsui Bussan Kaisha for \$3,000 and in the Western Assurance Company for \$2,500.

FIRE AT MACAO.

THE NEED FOR BETTER PROTECTION.

A big fire occurred at Macao on Monday in the stocking weaving factory at Rua do Campo. Our Macao correspondent writes that more than an hour elapsed after the signal was given by the Monte Fort before the fire-extinguishing apparatus arrived upon the scene. It appears that the Inspector da Pazenda, regarding the Fire Brigade as useless, had stopped their pay, and so nobody responded to the signal. Private pumps are not allowed to give help, the Government is disinclined to pay for the services of a fire brigade, and so there is little chance of a property being saved when once it catches fire. Moreover, the Monte Fort gave a wrong signal. H.E. the Governor was a spectator of the fire, and perhaps something may now be done to give the Colony better protection against an outbreak of fire.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is convened for to-morrow. The Orders of the Day are:—
Second reading of the Bill entitled, "An Ordinance to amend the Deportation Ordinances, 1912 and 1913."
Second reading of the Bill entitled, "An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908."
Second reading of the Bill entitled, "An Ordinance to amend the law relating to the observance of precautions against Piracy."
Second reading of the Bill entitled, "An Ordinance to exempt certain securities on imported goods from the operation of the Bills of Sale Ordinance, 1906."
Second reading of the Bill entitled, "An Ordinance to provide for the levy of Estate Duty payable in respect of the estates of deceased persons."
Committee on the Bill entitled, "An Ordinance to amend and consolidate the law relating to Chinese Passenger Ships" as defined by the Chinese Passenger Ships Act, 1855, and concerning Asiatic Immigrants generally.
Will not be proceeded with at this meeting.

THE PEAK SPECIAL POLICE.

All members of the Peak Special Police will report at Central Police Station at 5.30 p.m. sharp on Thursday, August 20th, for Musketry Instruction.
They will also report at the Peak (Upper) Tram Station at 3.40 p.m. sharp on Saturday, August 22nd, for Musketry Practice.
Rifles and carbines to be brought on each occasion.

MUSKETRY PRACTICE.

We have been requested to state that Musketry Practice will be carried out as follows:—
Saturday, 22nd August.
Special Constables—Peak Rifle Range, 4 p.m. to 6.30 p.m.
Sunday, 23rd August.
2nd Bn. D.C.L.I.—Peak Rifle Range; from Wong-mee-cheong Gap towards Deep Water Bay; from Middle Gap in a Southerly direction; commencing at 7 a.m.
Thursday, 20th August onwards.
25th Punjabis—Kowloon "A" Range.
40th Pathans—King's Park.
These commence at 6.30 a.m. daily.

At the Criminal Sessions, which opened yesterday, Chan Pak Wo, who pleaded not guilty to a charge of attempting to bribe a watchman, was found not guilty and discharged. For returning from his banishment, a man named Fung Hing was sentenced to one year's imprisonment with hard labour.

THE HONGKONG BANK CASE.

REMEDIOS BROUGHT BEFORE THE CHIEF JUSTICE.

Another stage was reached yesterday in the Hongkong and Shanghai Bank case, when the clerk Remedios was brought before the Chief Justice, Mr. H. H. J. Gompertz. The charge as read out was as follows:—
"Antonio Filomeno Remedios, together with one Roginaldo Olivero Gutierrez and other persons not in custody, being evilly disposed persons and wickedly devising and intending to defraud and prejudice the Hongkong and Shanghai Banking Corporation of Victoria, in the Colony of Hongkong, on the 19th day of April, 1914, and on divers other days and times thereafter and between that day and the 27th June, 1914, at Victoria aforesaid, and elsewhere, unlawfully did amongst themselves conspire, combine, confederate and agree together falsely and fraudulently to cheat and defraud the said Hongkong and Shanghai Banking Corporation of divers large sums of money."

Remedios was the only prisoner placed in the dock, Gutierrez having turned King's evidence. He pleaded not guilty to the charges, and raised no objection to the following jury which was empanelled:—Messrs. N. Drummond (foreman), G. M. Powell, E. Abraham, T. W. Mackay, G. Lee, J. H. Taggart and J. Fasse.

Mr. G. C. Alabaster, instructed by Mr. Lewis (from the office of Messrs. Deacon, Looker, Deacon & Harston), prosecuted, and Mr. F. C. Jenkin, instructed by Mr. A. B. Crew (from the office of Messrs. Hastings & Hastings), defended.

Mr. Alabaster explained that he appeared on behalf of the Attorney-General in the case, and the prisoner had the advantage of being defended by Mr. Jenkin. Counsel proceeded to explain the charges and briefly recalled how the fraud was perpetrated. The most important witness, Counsel added, would be one of the conspirators, the man named Gutierrez, who had turned King's evidence. His evidence would naturally be predominant, and there was ample corroboration of the story which he would tell. When the men had decided on the nature of the fraud they set to work under a host of aliases, one of which was "Delphine" from "O! O! Delphine." They endeavoured to bring about the fraud and, as was well known, they did not succeed. He then called Gutierrez.

Gutierrez gave similar evidence to that tendered at the Magisterial proceedings. He explained how it was agreed between him and Remedios to "get through" a letter of credit, which would have to pass through his (Gutierrez's) hands in his special department at the bank.

At this point Mr. Alabaster endeavoured to base reliance on a statement to the effect that the original document signed "Lyndhurst" (one of the aliases), and written to "Richardson" (also an alias), and sent to Singapore, from which place it was re-addressed to Johore, was in existence.

Mr. Jenkin at once objected, saying that this witness could not be asked to speak of what he had not seen.

Mr. Alabaster then asked that he should be allowed to interpose a witness. Lee-Sergt. Clarke was then called. He spoke to arresting the man Ribeiro in Colombo. He had been searched and all the documents in his possession had been secured by the police.

A Singapore native detective was also called to speak of this letter. The letter, which was re-addressed from Singapore to a man named Richardson in Singapore, was sent back to Singapore to the police. Here it was opened, and witness photographed its contents.

This witness was closely cross-examined by Mr. Jenkin as to the texture of the envelope and the various marks upon it. Witness replied that Mr. Jenkin suggested that he should carry a notebook about with him.

Mr. Jenkin asked who was the man Richardson of Johore. Witness replied that he was a gentleman on a rubber estate.

Mr. Jenkin—Perhaps he rubbed out "4 Devonshire Terrace." (Laughter.)

You did not hear of anyone by the name of Richardson until this came along?—No.

The copy of the letter—which has been previously published—was admitted, and this was read by Mr. Alabaster, after which the hearing was adjourned until this morning.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 12.15 p.m. yesterday:—

Cyclone or typhoon Pacific Ocean, about halfway between the Mariana Islands and the Loochoos, moving W.N.W.

THE WAR.

(THROUGH REUTERS AGENCY.)

THE LAND OPERATIONS.

BRITISH EXPEDITIONARY FORCE
SAFELY LANDED.

THE VEIL OF SECRECY.

LONDON, August 17th.
10.15 p.m.

The Official Press Bureau announces that the Expeditionary Force, as detailed for foreign service, has been safely landed on French soil. The embarkation, transportation and disembarkation of men and stores alike were carried through with the greatest precision and without a single casualty.

The Press Bureau adds that Lord Kitchener desired to state that he and the country were under the greatest obligation to the Press for the loyalty with which all references to the movement of the Expeditionary Force had been suppressed.

It is officially notified that no information whatever regarding the movements or destination of the Expeditionary Force must be published subsequent to disembarkation. The English Press correspondents are requested to quit Belgium. No correspondents will be allowed with the British Force for some time.

[Since the mention, now nearly a fortnight ago, of a report in the Paris papers that Great Britain would send an Expeditionary Force to the Continent under the command of Field Marshal Sir John French, in the event of war between Germany and France, not a single reference has appeared in Reuter's telegrams regarding the actual dispatch of the Force, though the world has learnt from other sources that this was proceeding. It appeared from a question asked in Parliament recently by Lieut.-General Sir Reginald Pole-Carew that the War Office arrangements contemplated the dispatch of an Expeditionary Force of 180,000 in the event of France being invaded, but it would seem that Sir John French is in command of an even larger force than this—Ed.]

PRINCE ALEXANDER OF TECK FOR ACTIVE SERVICE.

LONDON, August 18th.

H.S.H. Prince Alexander of Teck is going on active service.

[The Prince is a Major in the 2nd Life Guards. He was formerly in the 7th Hussars and the Royal Horse Guards. His Highness served in the Matabeleland campaign in 1896, and in the South African war 1899-1900. On both occasions he was mentioned in despatches and in the South African war won the D.S.O.]

GERMAN CROWN PRINCE REPORTED TO BE WOUNDED.

LONDON, August 18th.
2.10 p.m.

A report has reached Paris that the German Crown Prince, who is attached to the First Cavalry Division, has been wounded and placed in hospital at Aix-la-Chapelle. The Kaiser has proceeded there to see the Prince.

PROGRESS OF THE FRENCH IN ALSACE-LORRAINE.

LONDON, August 18th.
2.10 p.m.

France is making methodical progress in Alsace-Lorraine. She has gained a distance of from 10 to 20 kilometres all along the frontier from Châmbrey to Belfort, and is advancing strongly in some of the valleys, particularly on Strassburg.

GERMANS ENTRENCHING ALONG THE BELGIAN BATTLE-FRONT.

LONDON, August 18th.

The Germans, during the last few days, have been entrenching themselves along the Belgian battle-front.

BRUSSELS PREPARES FOR DEFENCE.

LONDON, August 18th.
4.50 a.m.

Hasty measures, such as the erection of barricades, are being taken to defend Brussels against a sudden cavalry raid.

NOTABLE AUSTRIAN DEFEAT BY SERVANS.

LONDON, August 18th.
10.55 a.m.

The Servians have routed the Austrians near Shabat. They annihilated three Austrian regiments, captured fourteen guns and great quantities of war material. The Servians are pursuing the enemy.

NAVAL NEWS.

FRENCH FLEET SWEEPS THE ADRIATIC SEA.

AN AUSTRIAN CRUISER SUNK.

LONDON, August 17th.
4.05 p.m.

The Official Press Bureau reports that the French Fleet swept the Adriatic Sea as far as Cattaro, and sank an Austrian protected cruiser of the *Aspern* type.

[There are three cruisers of this type, viz.:—*Zenta* (2,264 tons displacement, built in 1899), *Szigetvar* (2,313 tons displacement, built in 1901), and *Aspern* (2,362 tons displacement, built in 1901). Their designed speed was 20 knots.]

[THROUGH REUTERS AGENCY.]

GENERAL INFORMATION.

GREECE THREATENS TURKEY.

LONDON, August 17th.
6.15 p.m.

Greece announces that she has received an intimation that Turkish troops have crossed into Bulgaria in the direction of Greece.

The latter has notified the Porte that in the event of the information proving correct, she will immediately take the necessary Naval and Military measures.

GERMAN SOLDIERS' BRUTALITY—BRAZIL REQUIRES AN EXPLANATION.

LONDON, August 18th.
4.30 a.m.

A telegram from Rio de Janeiro says that Brazil has asked Germany for explanations and to be informed of the punishment meted out to the guilty persons for their treatment of Senhor Campos, ex-President of Sao Paulo, who with his wife, are alleged to have been brutally beaten with the butt ends of rifles by German soldiers and then thrown over the Swiss frontier.

BELGIAN ROYAL FAMILY MOVE TO BRUSSELS.

LONDON, August 18th.
4.30 a.m.

The Belgian Royal family, with the exception of the King who is with his army, and a portion of the Government, together with the Legations, have moved to Brussels.

POLISH ENCOURAGEMENT FOR RUSSIA.

LONDON, August 18th.
4.30 a.m.

A Warsaw message says that Polish political and social representatives have sent to the Grand Duke Nicholas, Commander-in-Chief of the Russian forces, a telegram expressing their loyalty, and their longing for a Russian victory in the fight against the common enemy.

THE TSAR AND HIS PEOPLE.

LONDON, August 17th.
6.20 p.m.

The Tsar and Tsaritsa have gone to Moscow to attend the solemn invocation of blessing on the Russian arms. The Tsar will walk to church among the people, unattended, and will return similarly to the Kremlin, from which place he will leave to join the armies.

WAR INSURANCE RATES.

LONDON, August 17th.
6.29 p.m.

The Government's war insurance rate stands at 3 per cent.

EXPORTATION OF COAL TO TURKEY PROHIBITED.

LONDON, August 17th.
4.05 p.m.

The Government has informed the Welsh coal exporters that no trade with Turkey is now permitted.

SMALL GERMAN FORCE INVADES BRITISH EAST AFRICA.

LONDON, August 17th.
4.05 p.m.

A German force numbering 100 has occupied Taveta.

[Taveta is in British East Africa, and borders on German East Africa. It is a British Military Station.]

SLUMS IN SHIPS.

THE MOVEMENT TO IMPROVE SAILORS' QUARTERS.

OBJECTIONS TO BRITISH CREWS.

The existence of slums in British ships, to which attention was called recently at the Sanitary Congress at Blackpool, is a difficult subject which must inevitably be faced in the near future.

Great improvements have been made in recent years, but a visit to the London Docks convinced a representative of *The Times* that Dr. Herbert Williams, Medical Officer of the Port of London, had some solid foundation for his comparison of the condition of seamen on many vessels with that of the cave dwellers in prehistoric times. Certain requirements are, of course, insisted upon by the Board of Trade, but even when these are fulfilled it is merely a matter of providing so many cubic feet space for each man, and when the proper space is given the conditions may be and often are very bad. How bad they can be is shown by a report issued by the Port of London Sanitary Authority some months ago, in which it was stated, "the occupants of the seamen's quarters on board many ships may be described as 'tropicalized' for indeed many of these places are verily similar to caves, constructed of airtight materials, dark, overworked in a hygienic sense, and ventilated (!) by an iron pipe which is generally blocked up, thus only allowing fresh air to enter by the doors."

THE MEN'S ACQUISITION.

This picture is not overdrawn, for there are many ships in which the seamen's quarters are very little removed from slums of the worst type, such as upon land would be closed instantly. The fact that sailors are a healthy class, and that their open-air life conduces so largely to longevity, seems in the past to have made shipowners regard it as unnecessary to make any proper provision for their accommodation or comfort. Even now their quarters, situated in the forecastle, stuffy, ill-lit, often dirty and evil smelling, are far from healthy. Yet here the seamen have to live huddled together for weeks and months at a time.

That they do so, and that on the whole they do not complain of their quarters, several questioned appeared quite satisfied with them—may possibly be due to the fact that they have known

worse, or, again, to the physical and moral degeneration which result from unhealthy conditions. There is support for the latter theory in the fact that in many ships where the conditions are far above the average, as, for example, in a modern better class tramp steamer with its high-roofed and fairly roomy cabin in the forecastle, the appalling amount of dirt to be seen frequently neutralizes the advantage which might be gained from the improved conditions. "It is not enough to improve the conditions," an officer remarked; "you must educate the men as well."

QUARTERS IN THE "ENDURANCE."

What can be done in the way of proper provision for seamen is seen at once upon an inspection of the *Endurance*, the new boat in which Sir Ernest Shackleton's next expedition will sail, or of the neighbouring weather-beaten *Discovery*, which was built for Captain Scott. Here, particularly in the *Endurance*, where the seamen's quarters would compare very favourably with the first-class saloons of some channel steamers, there is admirable provision for the men, but here, of course, the vessels have been built for a special purpose, and the seamen are a special class far above the average.

BRITISH SAILORS' GRUMBLES.

The movement for British sailors for little support from the officers of cargo boats. Several stated without hesitation yesterday that they would not have British seamen to work under them if they could possibly get foreigners. They described them as much more dirty than foreigners, much less willing to make the best of things and to keep their quarters neat and clean, and much too fond of grumbling. Grumbling is generally regarded as a sailor's privilege, but the British sailor is said greatly to overdo it. For many years he was an inarticulate creature who put up readily enough with any conditions, and shipowners took advantage of his ready acceptance of what they thought fit to provide. When the food was bad there were no complaints; now, however good it may be, there is usually grumbling and growling.

"I am inclined to believe the sailor of to-day is rather spoiled in some ways," one officer remarked, while another complained that these days of co-operation the British sailor is a very powerful person indeed and a continual source of trouble to his officers.

WAR NOTES.

THE PRICE OF FOOD.

The following Proclamation was published yesterday:—

FRANCIS HENRY MAY,
Governor.

By His Excellency Sir Francis Henry May, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same:

Whereas by sub-clause 10 of Clause III. of the Order of Her late Majesty Queen Victoria-in-Council made on the 23rd day of October, 1896, which was proclaimed in this Colony on the 5th day of August, 1914, it is enacted that the Governor may by proclamation prescribe the maximum price for which any article of food may be sold by retail and that any person who after such proclamation and until it shall have been revoked shall sell any article of food at a higher price than the price so prescribed shall be deemed guilty of an offence against the said Order and shall on conviction thereof be liable to a fine not exceeding 50 dollars or to imprisonment for a term not exceeding three months:

Now therefore I, Sir Francis Henry May, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same, do hereby prescribe that the respective maximum prices for which the following articles of food may be sold by retail shall be as follows:—

1. Flour:—
 - (a.) Highest Grade.
Per bag of 50 lbs. \$4.00
Per lb.08
 - (b.) Second Grade.
Per bag of 50 lbs. 3.50
Per lb.07
2. Tinned Milk:—
 - (a.) Sweetened Condensed
Milk, per 1 lb. tin30
 - (b.) Unsweetened Condensed
Milk, per 1 lb. tin25
 - (c.) Sterilized Milk, per tin25

Note.—In consideration of the loss sustained by discount on subsidiary coinage, 1 lb. tins of Sweetened Condensed Milk, if paid for in subsidiary coin, shall be at the rate of 32 cents per tin for purchases amounting to \$1. or less.

Given under my hand and the Public Seal of the Colony at Victoria, Hongkong, this 18th day of August, 1914.

By Command,
CLAUDE SEVERN,
Colonial Secretary.
GOD SAVE THE KING.

THE NORTH SEA BATTLE RUMOURS.

In the course of an article discussing the contradictory nature of some of the war news, the *Cablenews American* (Manila) says:—"The news of the great naval victory of Britain over Germany and the death of the British Admiral reached Manila from Madrid, and was sent by a correspondent who has served his paper faithfully many years and won for himself a reputation for veracity that it would be difficult to beat, but even he, at the last minute, acknowledges that the news was 'fantastic.' Still it seems that it passed the British censor at Gibraltar!"

THE "PRINCESS ALICE" STEAMING SOUTHWARD.

The Manila *Cablenews* of the 15th inst. says:—"Steaming south under forced draft and making about 15 knots, the North German Lloyd liner *Princess Alice*, which cleared for 'Shanghai', was sighted at 8.20 Friday morning a short distance out of Corregidor by the U.S. Army transport *Merritt*. Speculation has been rife as to the mission of the *Princess Alice*, but the most plausible explanation is that she is going to ship out of the 3-mile neutral zone south of Mindanao and relay messages by wireless between Yap and German New Guinea, the German possessions in the South Seas, where cable communication has been cut off by the British companies, or to a German war vessel now in an isolated spot in the South Seas.

EMBARGO ON SAIGON RICE RAISED.

Governor-General Harrison of the Philippines announced last Thursday night that he had received a cable from the United States Consul at Saigon stating that the French Government has consented to the exportation of rice to Manila for the present. The price, the cable stated, was exceedingly low, and the transport *Warren* will sail at once for Saigon to load 5,000 tons for the Government to be used to control the Philippine market in the event of attempts being made to advance prices.

CONCERNING ITALY.

The information that Dr. F. C. Zitelmann, German Consul at Manila, is to continue his duties as Honorary Consul for Italy, a Manila contemporary says, is of special interest because of the messages received by the Manila Press since the outbreak of war, to the effect that Italy had refused to accede to the Kaiser's demand for co-operation as contemplated by the Triple Alliance. Cablegrams from various sources announced that Italy would remain neutral; that Italy was sympathizing with the French; that Italy had declined the request of the German Government for assistance; that heavy pressure was being brought to bear on Italy to secure her active co-operation with Germany and Austria against the Allies. Had there been any real friction between Germany and Italy the Honorary Consul for the latter country would, of course, have resigned immediately. The fact that Berlin states there is no objection to her representative continuing in his dual office is undoubtedly to be taken to mean that there is a mutual understanding and that reports to the contrary should not be seriously credited.

DEFENCE OF TSINGTAO.

The *N.C. Daily News* of the 10th inst. says:—

The Nanking express which arrived in Shanghai at 12.30 this morning brought some twenty-five passengers from Tsingtao, all of them ladies and children. A representative of the *North China Daily News* learned that a number of ladies, including several English, are remaining in Tsingtao, but it is highly probable that the majority if not all of them will return to Shanghai immediately.

Preparations for the defence of the port are proceeding with the utmost urgency. Business is, of course, at a standstill, and all are assisting in the work of strengthening the defences and otherwise preparing for a possible attack. The theatre of the Prinz Heinrich hotel, with the stage and an ante-room, have been converted into a temporary hospital, some eighty beds having been arranged down the floor of the theatre. The billiard room has been converted into a surgery. Supplies are being strictly economized. Motor car rides to the outskirts of the Settlement have not been encouraged, the reason given being a necessity for conserving the supply of petrol.

There has been something like a stampede amongst the Chinese, but the authorities apparently are doing their best to persuade them to remain. The Chinese were told, some eight days ago, that there is "a fear." Still, numbers are leaving by train, but these numbers are limited by official orders.

THE FLEET OUTSIDE.

All last week most strict precautions were taken in reference to the defence of the harbour. All the lights on the front have been extinguished, and on Thursday night the order went round that there were to be no lights in private houses and hotels, the whole place thus being in absolute darkness. It was on Thursday evening that the entire fleet left harbour. Next morning, firing was heard, but those who inquired for a reason were told that the gunners were practising. The men-of-war had not returned on Friday evening.

The passengers and crew of the Russian Volunteer Fleet str. which was captured by the *Endon* upon landing at Tsingtao, were quickly put on a train and taken to Tsinanfu.

"NAVAL BATTLE AVOIDED" ON THE YANGTSE.

From the *Peking Daily News* of the 8th inst. we extract the following:—

Yesterday the Diplomatic Officer at Chungking, Ku Hsi-ching, telegraphed to the Central Government, stating that the British, German and French gun-boats were in close proximity to each other and they were making preparations to fire on each other; that he earnestly dissuaded them from doing so in Chinese territorial waters and ultimately the German gun-boats complied with his request by moving out over ten miles from their adversaries' vessels.

THE NORTH SEA FLEETS.

STRENGTH OF GREAT BRITAIN AND GERMANY.

The *Naval Annual*, the 1914 edition of which has just reached the East, gives some very interesting official figures of the comparative strength of the Powers. After giving the number of warships in course of construction, Viscount Hythe, the editor, writes, "It is clear that Germany, by steady adherence to her programme of construction, has again slightly improved her relative position as regards most other navies during the year. The position of France is improving; while we have no reason to be dissatisfied with the progress achieved by the British Navy."

The fleets in commission in Northern European waters are as follows:—

GREAT BRITAIN.

IRON DUKE (FLEET FLAGSHIP).

	Battleships.	Cruisers.
1st Squadron	8	4
2nd	8	4
3rd	8	4
4th	8	5
5th	8	4
6th	7	4
	42	25
Light Cruisers	10	52
Total	60	77

GERMANY.

FRIEDRICH DER GROSSE (FLEET FLAGSHIP).

	Battleships.	Cruisers.
1st Squadron	8	4
2nd	8	0
3rd	4	0
Reserve	4	0
Light Cruisers	8	0
Total	36	0

Of these ships, the *Iron Duke*, completed this year, has a displacement of 25,000 tons, length 580 feet, and carries the regular armament of 10 13.5, 12 6 in. 2 in. and 4 3 pr. guns. Her speed is given as 22 knots.

The *Frederick the Great* was finished in 1912. Her displacement is 24,310 tons, length 564 ft. and her armament 10 12 in., 14 5.5, 12 3.4, and four light guns; with a speed of 22.4 knots.

The eight battleships of the British First Squadron are the *Collingwood*, *Colossus*, *Heracles*, *Neptune*, *St. Vincent*, *Superb*, *Temeraire*, and *Vanguard*; from 18,600 to 20,000 tons, and carrying complements totalling 6,308 men.

The German First Squadron is composed of the *Ostfriesland*, *Thuringen*, *Helgoland*, *Oldenburg*, *Nassau*, *Rheinland*, *Posen*, and *Westfalen*. Four of these are 18,600 and four 12,500 tons, carrying in all 6,272 men.

Of the other squadrons the *Naval Annual* informs us that "Our Third Squadron is much more powerful than the German Second," while the total strength, as seen from the first table, is 43 battleships to 25, and 25 cruisers to 4.

Germany's Third Squadron of four battleships, however, is composed of her largest ships of 24,310 tons against our Second Squadron of eight ships of 22,500

and 23,000 tons. Our Reserve Squadrons "are more powerful than most of the ships which Germany has in reserve. This comparison of the Fleets of the two Powers in Northern Europe shows that we are maintaining quite enough battleships in commission, and that the number of older battleships in commission could be reduced without danger to national security."

The following cables are from Manila papers:—

FOREIGN SHIPS AND THE AMERICAN REGISTER.

WASHINGTON, August 13th.

One hundred foreign ships, mainly British and German, have announced their intention to go under American registry, should the pending law making registry easier pass. The law is now in the Senate and it is believed that it will be passed within a few days.

U.S. GOVERNMENT IN THE DARK.

The United States Government is in the dark as to the war developments in Europe and is making every effort to secure authentic information, but without success.

The conservative newspapers in the States are printing scarcely a line about the European war because of their inability to secure news of the conflict. Many papers are printing a mass of contradictions, but otherwise the situation is unchanged.

PRICES IN THE UNITED STATES.

President Wilson has taken the food situation into his own hands and has ordered the prosecution of the merchants who have taken advantage of the European crisis by inflating their prices.

The price of foodstuffs in the States is very high and there is every reason to believe that the price of sugar will reach ten cents a pound.

The export of grain from the United States to foreign countries has ceased.

U.S. ADDRESSES NOTE TO JAPAN.

SHANGHAI, August 13th.

The *Manchuria Daily News* carries a story to day saying that the United States has addressed a Note to Japan, asking the latter to open Manchuria and to show her good faith in acknowledging China's suzerainty.

Following the receipt of the Note in Tokyo a secret meeting was held, according to the story. Later the Japanese Minister of Foreign Affairs conferred with the French and British Ambassadors. Then another Cabinet meeting was held. The *Asia Jih Pao*, a newspaper published in Peking, reports that the Japanese troops in Peking have been ordered to mobilize and to stay in their barracks for the time being.

RECENT BRITISH NAVAL CHANGES.

The following appointments in His Majesty's Fleet were approved by the King last month:—

Vice-Admiral Sir John R. Jellicoe to be Commander-in-Chief, Home Fleets, in succession to Admiral Sir George Callaghan, who will complete his tenure of the command at the end of the year. Vice-Admiral Sir Frederick T. Hamilton to be Second Sea Lord of the Admiralty, in succession to Sir John Jellicoe, who will vacate his office on September 1st, prior to taking up the command of the Home Fleets.

Rear-Admiral Henry Loftus Tottenham C.B. to be Admiral Superintendent of Malta Dockyard in succession to Rear-Admiral Carden.

Rear-Admiral Arthur W. Waymouth to be Rear-Admiral, Third Battle Squadron, in succession to Rear-Admiral Browning, to date September 1st, 1914.

Rear-Admiral Henry H. Campbell to be Rear-Admiral in the Home Fleets at the Nore, in succession to Rear-Admiral Nicholson, to date December 5th, 1914.

Rear-Admiral Frederick C. T. Tudor, C.B., to be Rear-Admiral, First Battle Squadron, in succession to Rear-Admiral Evan-Thomas, to date December 10th, 1914.

Rear-Admiral Alexander L. Duff, C.B., to be Rear-Admiral, Second Battle Squadron, in succession to Rear-Admiral Sir Robert Arbuthnot, to date October 28th, 1914.

Rear-Admiral Edward F. B. Charlton, C.B., to be Rear-Admiral in the Home Fleets at Portsmouth, in succession to Rear-Admiral Curry, to date November 18th, 1914.

It is also announced that the appointments of Admiral Sir A. Berkeley Milne, Bt., to succeed Admiral Sir Richard Poore as Commander-in-Chief on the Nore Station, and Admiral Sir Henry B. Jackson, to succeed Admiral Sir Berkeley Milne as Commander-in-Chief on the Mediterranean Station, are to date August 28th.

It is further announced that the period of appointment of Vice-Admiral Sir George J. S. Warrender, in command of the Second Battle Squadron, has been extended to a third year till December 31st, 1915; and of Vice-Admiral Sir Lewis Bayly, in command of the First Battle Squadron, till July 1st, 1916, making a total of three years in command of Battle Squadrons in the Home Fleets.

THE WAR AND THE "QUINTUPLE GROUP."

The *Peking Daily News* says:—On account of the European war the Quintuple Group seems to have been dissolved. It is learnt that the representative of the Japanese bankers has temporarily left Peking for home to escape the summer heat.

Queue-cutting is again being enforced in Peking, according to the Chinese press. The police there are making a census of those who still wear queues. A number of wearers have been asked to submit their reason for so doing.

"WIRELESS" IN SHIPS.

SCHEME TO PROTECT SHIPOWNEERS.

There has been published in the form of a letter from the Marconi International Marine Communication Company (Limited) to Sir H. Llewellyn Smith, of the Board of Trade, the draft of a proposed agreement between the Company and the Board to take effect when the Merchant Shipping (Convention) Bill comes into operation.

The most important feature of this Bill is that which provides that every British foreign-going ship, however propelled, carrying 50 persons or more, shall be provided with a wireless telegraphy apparatus. Although the proposals in this communication are provisional, it can be taken as most probable that the terms of the agreement eventually decided upon will be almost identical with those embodied in the draft. One of the principal aims of the agreement is to prevent the shipowner from being forced to pay too high a price for the installation of the apparatus.

The shipowner will in each case make his own agreement with the Marconi Company. This will be binding for 12 months, and the shipowner will be able to terminate it when the 12 months have expired or at the end of any subsequent 12 months. There is, however, provision for the payment of compensation to the company in the case of a cancelled agreement. The shipowner may purchase the installation outright. The shipowner is at liberty, so long as his vessel has some installation, to select whatever system he may desire. Other main points in the communication are:—

The agreement is to apply to any British ship, within the meaning of the Merchant Shipping Acts, registered in the British Isles, or if the Board so desire in India or in the Crown Colonies, but not to ships registered in any of the self-governing Dominions.

The company will fit, maintain, and repair installations up to the standard required by the Board of Trade, the shipowner to provide and maintain the necessary shipowner's apparatus.

The company will agree to supply such operators as are required by the shipowner. The shipowner may supply the necessary operators himself, but must obtain the approval of the company to any operator so supplied, and in that event, the shipowner shall maintain the wireless installation at his own expense.

POWERS OF THE BOARD.

The clause safeguarding shipowners through the Board of Trade provides that the company shall quote to the Board the figures to be charged in respect of services and supply of installations, and other matters under the agreement, and such quotations are to include:—(1) The amount of the rent payable by the shipowner to the company in return for their supplying him with an installation and operators, and the benefit of their organization throughout the world and for their maintenance of the said installation; (2) The purchase price of an installation if bought outright by a shipowner; and (3) The compensation payable by a shipowner in the event of his putting an end to an agreement for hire (otherwise than by purchase). The Board of Trade shall thereupon appoint two persons to examine whether the figures so quoted fairly correspond to the prices charged to shipowners by the company in respect of services, installations, and other matters as near as may be similar during either (a) A fairly selected recent period; or (b) The three years 1910-12, both inclusive.

If the Board of Trade do not accept the figures quoted, or the company does not agree to figures acceptable to the Board of Trade, the question shall be referred to a referee to be mutually agreed upon, or, failing agreement, to be nominated by some independent person.

The figures shall not be subject to any further revision until after the expiration of three years from the date when they were last ascertained. The agreement shall be in force for 50 years, and thereafter from year to year subject to six months' written notice of termination by either party.—*The Times*.

INTIMATIONS

CALDBECK,

MACGREGOR & Co.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

BROOKE'S



LEMONS

THE FINEST LEMON SQUASH IN THE WORLD

Over 1000 Tons of Lemons have been used in its manufacture to date.

With plain or aerated water, whisky, gin or rum hot, it makes a MOST DELICIOUS, SATISFYING and WHOLESOME DRINK.

\$1.00 Per Bottle.

NOTICE.

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NEW ADVERTISEMENTS

NOTIFICATION.

FROM THE CONSULATE GENERAL OF NORWAY IN SHANGHAI.

UNDER the War, broken out among various European Powers, Norway has declared itself Neutral.

By Order of the Minister for Foreign Affairs in Christiania, Notice is hereby given to Norwegian Subjects and Norwegian Vessels to observe strict neutrality.

Shanghai, 7th August, 1914.

JORGEN EITZEN,

Acting Consul-General for Norway, in China and Hongkong.



GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer on the London Commission of His Majesty's Treasury, London, up to and for the sum of £50,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 a.m. TO-DAY (WEDNESDAY), the 19th August, 1914.

The Tenders to state the total amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons Tending for (Bills) are hereby notified that having regard to the provisions of the Act 22 George III, Cap. 45 and 41 George III, Cap. 52 the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in its corporate capacity and made for the general benefit of the Company.

J. O'HARA, Colonel, A.P.D.,

Treasurer, Army Pay Office,

Hongkong, 19th August, 1914. [1052]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Far Eastern News.

Leading Articles:—

The War.

The Press Censorship.

China and the Postal Union.

War and Trade Routes.

The Situation in China.

Canada.

Japan and Kiaochow.

Hongkong.

The Confidence Trick.

Alleged Assault and Robbery by a Lukong.

The Hongkong Tramway Co., Ltd.

Shanghai Cotton Manufacturing Co.

Company Report.

Hongkong and Shanghai Banking Corporation.

China Mutual Life Insurance Co., Ltd.

Telegrams.

A Volunteer's Sudden Death.

A Young Constable's Fatal Accident.

Robbers Hold Up the Canton Night Express.

Sanitary Board.

Supreme Court.

Firing on a Japanese Steamer.

White Wolf's Death Confirmed.

Peking Notes.

Macao and the War.

Possibilities of Philippine Rubber.

The China Association.

Officers' School at Paoingfu.

China Fire Insurance Co., Ltd.

Japan's Purchase of Foreign Vessels.

Foreign Philanthropists' Reward.

The Neumann Murder.

War Notes.

War Telegrams.

The Long Arm of Coincidence.

Admiralty Appointments.

Money for Railway Construction.

Demand for Rubber.

Portuguese Ports Open to British.

Weihsai School.

Depression in Japanese Shipping.

Theft of Army Rations.

Wireless Stations for China.

British Trade Interests in China.

Commercial.

Shipping.

Extra Copies 30 cents each, Cash.

Copies can be posted from this Office

addresses sent, including postage 34

cents each.

Subscription: \$12 per annum, payable

in advance; postage 82.

Hongkong, 19th August, 1914.

NOTICE.

I HAVE This Day Established myself as Export and Import Merchants and Commission Agents under the name of:—

W. A. HANNIBAL & Co.

Hongkong, 15th August, 1914. [1045]

S.S. "TINGSANG" (Wrecked).

SHIPPERS and UNDERWRITERS

interested in the Cargo of this Steamer

are requested to communicate with the Under-

signed within three months from date.

GILMAN & Co.,

Lloyd's Agents.

Hongkong, 23rd June, 1914. [860]

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914 (both days inclusive), during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

- (1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to THE HONGKONG AND SHANGHAI BANK ORDINANCE 1886, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of THE HONGKONG AND SHANGHAI BANK ORDINANCE 1886, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and also to take any Mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money," and the substitution thereof of the following words:—"To take, accept, enforce, release, realise or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit or otherwise howsoever of every kind of property or rights."

- (2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting, and that the following word be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-year ending the 30th June and the 31st December, shall make a 'general Half-Yearly,' and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a 'General.'"

INTIMATIONS

LANE, CRAWFORD & Co.

AGENTS FOR

CHUBB'S AND PHILLIP'S STEEL SAFES.

WARNING

INSURE YOUR VALUABLES AND DOCUMENTS AGAINST LOSS BY

FIRE OR BURGLARY

BY PURCHASING A GOOD SAFE, WHICH WE CAN SUPPLY

CHUBB'S

BRASS DETECTOR

AND GALVANIZED

PADLOCKS.

CASH AND DEED BOXES.

YALE

LOCKS AND LATCHES.

CABINET LOOKS

OF EVERY DESCRIPTION.

CHUBB'S

PATENT LOCKING BARS FOR GODOWN DOORS.

CANNOT BE WRENCHED OFF. DUST-PROOF.

NOPAD LOCKS ARE REQUIRED WITH THESE

INSPECTION INVITED.

USE ONLY

DUTT'S "MANGO" BRAND CHUTNEYS AND CURRY STUFFS

AND

"EAST INDIAN CONDIMENT CO."

BRAND INDIAN CONDIMENTS.

SREEKISSEN DUTT & CO.,

CALCUTTA,

THE PREMIER CONDIMENT HOUSE IN INDIA.

A. B. MOULDER & CO., LTD.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

Hongkong, 13th June, 1914. [825]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawed to any Dimensions.

Floorings—Sizes to Order.

Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Telegrams—Rosewood. Telephone No. 1463. P.O. Box No. 639.

Hongkong, 2nd May, 1914. [652]

(b) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and" be struck out of lines 4 and 5 of Article 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors. (Signed) A. G. STEPHEN, Acting Chief Manager.

Hongkong, 21st July, 1914. [953]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Foreign Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,

Manager,

6, Des Voeux Road Central (First Floor).

Telephone No. 650.

Hongkong, 15th May, 1914. [710]

SOCIETE DES PULPES ET PAPERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a SPECIAL MEETING of the OLD SHAREHOLDERS of the SOCIETE DES PULPES ET PAPERIES DU TONKIN will be held at the Office of the Society, 21 Rue Jules Ferry, Haiphong, on WEDNESDAY, 26th August, 1914, at 3 o'clock p.m.

BUSINESS:—

Ratification of the Resolution passed at the General Meeting of 25th May, 1914, relating to the increase of Capital by the issue of new Preference Shares.

Ratification of the Statutory modifications consequent upon this increase of Capital—Articles 8, 15, 44 and 47.

For the Board of Directors, M. DANDOLO.

SOCIETE DES PULPES ET PAPERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that the OLD SHAREHOLDERS of the SOCIETE DES PULPES ET PAPERIES DU TONKIN and to the Subscribers to the 2,000 Preference Shares created by resolution of the General Meeting held on the 25th May, 1914, that an Extraordinary General Meeting will be held at the Office of the Society, 21 Rue Jules Ferry, Haiphong, on WEDNESDAY, the 26th August, 1914, at 4 o'clock p.m. for the following purposes:—

(1) To verify and acknowledge the sincerity of the declaration of Subscription and of the payment relative to the increase of the Society's Capital.

(2) To vote on all the modifications to the Statutes consequent upon the increase of Capital, especially with regard to Articles 8, 15, 44 and 47 of the Statutes.

For the Board of Directors, M. DANDOLO.

Hongkong, 8th August, 1914. [1022]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the Hongkong and Shanghai Banking Corporation, A. G. STEPHEN, Acting Chief Manager. Hongkong, 14th May, 1914. [18]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 38, Bishopsgate, E.C.

BRANCHES:—

Bombay. Calcutta. Canton. Cebu. Colon. Hongkong. Hankow. Kobe. Manila. Mexico. Panama. Peking. San Francisco. Shanghai. Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [959]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)

Paid-up Capital... Fl. 17,407,000 (£1,450,580)

Reserve Fund... Fl. 8,618,000 (£543,188)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK.

SWISS BANKERIEIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager, No. 5, Des Voeux Road Central. Hongkong, 3rd October, 1913. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000

Subscribed " " " 1,125,000

Paid-up " " " 562,500

Reserve Fund " " " 462,500

BANKERS:

BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1883. HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000

Reserve Fund... £1,800,000

Foreign Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

W. DICKSON, Manager.

Hongkong, 8th June, 1914. [1494]

WAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

**HOTEL HOSPITALITY.
ORAZE FOR THE COLOSSAL**

EXTRAVAGANT FASTNESS.

Every thing now is growing much bigger—the girls, the flowers, the buildings, the entertainments, writes a correspondent to *The Times*. What would the last generation have said of the great receptions now common in the great hotels? It is an entirely new departure—another milestone on the long road that leads us away from home in quest of the colossal.

"There is no place like home—thank heaven," cries our modern cynic. "Home, sweet home" (at any rate in cities) more and more tends to recede, and surely a society for the propagation of home should be founded. Home now is vainly deemed too small, too conventional, too unexciting, too far removed from the fads. There is too little to see within its modest boundaries. So at all costs—and this is one of them—it must be escaped from. True, long ago, big dances were sometimes given outside your front door; they spared the children who were subject to chaperons. And, again, long before the vogue of restaurant rooming set in—before comfort had been sacrificed to luxury—dinners of course were given to friends in restaurants and hostels. They were rare but not startling, and certainly Ritz-lovers existed before the Ritz. Our fathers, however, had stared at huge assemblies—gigantically aimless—in huge halls of luxury, followed by huge suppers, protracted till the small hours. The whole thing contradicts every one of their ways and means. It is entirely alien to the Albert Memorial.

"THE LAND OF LUXURY."

Coolly (or hotly), at dead of night, to quit our own drawing-room or some one else's and sally forth to a scene whose extravagance is its main recommendation, to be munificently if irrelevantly entertained so far as the grandeur is concerned, to crown all by a supper of the gods, but (and this is important) without them—none of this would have pleased the hearth-hugging Victorian. If he had ever stepped forth, so to speak, into the Titanic decadence of a Nero he would have done so in expectation of the thrill with which melodramas always invest "guilty splendour." But this gigantic magnificence only spells monotony, and monotony on a small scale can be had at home. As for "luxury," the Victorian used to speak of it as "lap." That homely word does very scant justice to the miles of marble and coverts of quails in question. "Lap!" When we consider the size, the heat, and the iced winning fans to counteract it, Lapland would seem the better phrase. The "Lapland of luxury"—that would be *le mot juste*.

SAD SATURNALIA.

Figure to yourself one of these sad Saturnalia. It costs a King's ransom. You enter through a sort of baroque Buckingham Palace amid serried rows of powdered footmen in hotel liveries, tall as Prussian grenadiers—the sons of Anak as befits a sphere of immensity. This Hall of Audience reminds you of the Doge's—but where are the Doges and where their dignity? Your nice host and hostess, beaming, a little dazzled by the enormous dullness, are the jolliest things in that vast concourse. You look round—there is many a familiar face, but hardly a young one; there are celebrities known to the public, but no beauty that lurks unknown. It is all public—too public. The Transylvanian band is playing its usual test match against the conversation; and that the conversation will win is a certainty. It always does in England, yet England is reputed silent. As we survey those well-known middle-aged faces we feel as though we were going through some old photograph album. There is Pook, the novelist. We have not seen him for years. And Nabbs, the publisher, how pleasantly they chat together. And Rabbs, the artist who has turned critic, and Dobbs, the critic who has turned Futurist. There is Lady Ermentrude, too, once a beauty and still intrusively, ostentatiously, indecently, unforgivably, artificially fair. But it is not the youth of spring. There are no spring flowers here. The advanced (advanced in years and honours) of the services and professions is in evidence, and there are decorations which too often betoken a new fortune, and there are some of the statesmen of to-day and the salesmen—who are too often indistinguishable. All are vociferating apparently about nothing, till the music is triumphantly drowned. All wear the set smile that belongs to Sundays, and not a few whisper inquiries as to who he or she was—somebody of course with whom they have been conversing as if they were the twin-souls of a lifetime.

Suddenly a half-hush occurs: you can almost hear the band. It is supper-time. It is for this, O kind host and hostess, that your myriad guests—guests by companionship, guests by appointment, guests by mistake, guests by mischance, guests in ordinary—have flocked faithful and expectant. It is a splendid supper, epoch-making. But it has one drawback. It is eaten amid rows of sarcastic cynics. There are the waiters, spying, immaculate, diplomatic, with just the suspicion of an accent that befits secretaries of Legation. You and your old friend—artistic gluttons—sit down at a far table confident that you will be able to march right through the miraculous menu. Does the Talleyrand behind your chair permit you? Not a bit. He sees through the greed of your pretences, and after the iced sole he only allows you the bedizened lobster by way of consolation. You want coffee? You can have it, but not here—at the buffet. This is his crowning scorn. He would have you know that there are conveniences in the chancelleries of hotels. He is no barbarian.

As we emerge in the cool of the morning the whole looms more colossal than ever. It has been the generosity of Goliath, the kindness of the "Man-Mountain." We feel very dwarfish ourselves. We have been greedy, ungrateful, brutally, blatantly bored. We have been vulgar without feeling familiar. Would that we had slapped somebody on the back!

WM. POWELL, LTD.

TELEPHONE 245.

**INEXPENSIVE
THIN CRYSTAL GLASSWARE.**

—LACE ETCHED—
"WESTMINSTER"

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|-----------------|--------------------|
| 1 Pt. Tumblers. | Finger Bowls. |
| 2 " " | Ice Plates. |
| 2 " " | Tankard Jugs 1 qt. |
| 2 " " | Tankard Jugs 2 qt. |
| Port Glasses. | Tankard Jugs 1 pt. |
| Sherry " | Decanters 1 pt. |
| Claret " | Decanters 2 pt. |
| Champagne " | Claret Decanters. |
| Liqueur " | |

**SINGLE PIECES SOLD
TABLE GLASSWARE IN VARIOUS DESIGNS.
CUT GLASS.
SWEET AND FRUIT DISHES.**

NEW BANK BUILDINGS IN CHINA.

The development of foreign banking interests in China is necessitating the erection of adequate foreign buildings adapted to banking purposes in the Capital for those institutions which have not yet accommodated themselves in this respect, and improved premises elsewhere.

At the present time both the Chartered Bank of India, China and Australia, and the Banque de l'Indo-Chine are carrying on active operations in the erection of suitable modern premises at Peking, and it is reported that the Banque Industrielle de Chine and certain Chinese banks are arranging for the erection of buildings on the ground at present occupied by the Ministry of Finance, near the Legation Quarter.

The Hongkong and Shanghai Banking Corporation, the Russo-Asiatic Bank, and the Yokohama Specie Bank have been in their own premises for some years, but others doing business in Peking have been forced to do the best they could with any houses available. Business is growing so fast, remarks the *Far Eastern Review*, that make-shift premises can no longer be tolerated, and we would not be surprised to see the International Bank, the Bank Sino-Belge, and others, soon following the steps being taken by the Chartered and French Banks.

The Banque de l'Indo-Chine is erecting its new premises on the site which it has always occupied, in Legation Street, opposite the Russian Legation, while the Chartered Bank of India, China, and Australia has purchased a site at the corner of Legation Street, opposite the entrance of the American Legation.

Messrs A. J. M. Shaw and C. Thünder are the architects for the Chartered Bank, and Messrs. Atkinson and Dallas are architects for the Banque de l'Indo-Chine.

**They tell me
there's
VAN
HOUTEN'S
COCOA
for
Breakfast**



**APIOLINE
(CHAPOTEAUT)**



LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Masey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

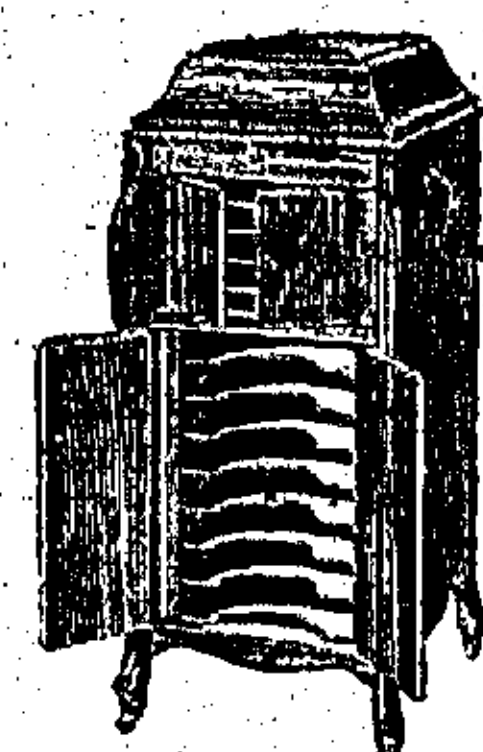
Sold by all Chemists.



VICTOR-VICTROLA

PRICE

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PRICE

\$225.

INVALUABLE AS AN ENTERTAINER

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MOUTRIE'S



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KOWLOON BOOK STALL, Ferry Wharf
Messrs. HUNG CHEONG, Haiphong Road

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA,"
Arrived Hongkong on 12th Aug., 1914,
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Morca."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 48 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 13th August, 1914.

AMERICAN AND MANCHURIAN
LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"KENTUCKY,"
Captain A. Lee, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 24th Aug., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Aug. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 17th August, 1914. [1049]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"DEN OF AIRLIE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

Goods not cleared by the 24th Aug. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 24th Aug. at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th August, 1914. [49]

**THE NEW FRENCH REMEDY
THERAPION NO. 1**
CURES BLOOD POISON, RASHES, ETC.
THERAPION NO. 2
CURES GOUT, RHEUMATISM, ETC.
THERAPION NO. 3
CURES BRUISES, SWELLINGS, ETC.

SEND STAMP ADDRESS KEYSTONE FOR FREE BOOK TO L. LA CROIX, M.D., 10, AVENUE DE LA REPUBLIQUE, PARIS.

THERAPION EASY TO TAKE, SAFE, RAPIDLY EFFECTIVE.

SEE THAT TRADE MARKED WORD "THERAPION" IS IN BLUE, GOLD, STAMP APPLIED TO ALL GENUINE PACKETS. INSIST ON HAVING THERAPION.

STURGEON BRAND
JOHN & E. STURGE, Ltd.
Birmingham (England).
PRECIPITATED CHALK
(Calc. Carb. Precip.)
All Grades, from lightest to very dense, to suit all needs.
CITRIC ACID, BICARBONATE of POTASH, ROCHELLE, SALTS, and PULV. SEIDLITZ.

**INDO-CHINA BRICKS. TILES. PIPES
COMPANY, LIMITED.**

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VŒUX ROAD, TEL. 289.

ALWAYS IN STOCK.

**Summer Excursions
TO
JAPAN**

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.

PACIFIC MAIL S.S. CO.

TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVES	KOBE LEAVES	NAGASAKI LEAVES	HONGKONG ARRIVES	STEAMER	HONGKONG LEAVES	NAGASAKI ARRIVES	KOBE ARRIVES
17 Aug.	18 Aug.	20 Aug.	22 Aug.	E. OF RUSSIA	15 Sept.	21 Sept.	23 Sept.
14 " "	15 " "	17 " "	19 " "	MONTEAGLE	12 Sept.	18 Sept.	20 Sept.
27 " "	28 " "	30 " "	1 Sept.	INDIA	25 Sept.	1 Oct.	27 Sept.
3 Sept.	4 Sept.	6 Sept.	8 Sept.	SHINKO MARU	22 Sept.	28 Sept.	30 Sept.
10 " "	11 " "	13 " "	15 " "	KOREA	29 Sept.	5 Oct.	7 Oct.

† Returning via Manila. † Going via Manila.
Steamers proceeding via Manila do not call at Shanghai.

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 1st August, 1914. [1033]

TO LET.

OFFICES in Hotel Mansions. From 1st September next.

Apply to—
HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 8th July, 1914. [915]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED Masseuse (with diploma in Physiology and Anatomy), will be pleased to give Massage under medical supervision.

Address—
15, 16 and 17, Connaught Road, Telephone No. 400, Hongkong, 30th July, 1914. [982]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Fig. Iron and Foundry, Coke Importers, General Storekeepers and Ship-chandlers. Nos. 35 and 37, HING LOON STREET (2nd St. West of Central Market). Telephone No. 515. [45]

-it must be Borzil

Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken

**KEATING'S
WORM TABLETS**

A purely Vegetable Remedy
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children.



"Oh! I say!
It's Good!"
Cooling, refreshing and 'snappy'

**"Montserrat"
LIME JUICE**

is the ideal Summer beverage.

Large supplies have lately been shipped from London.

MONTERRAT is sold by all leading Grocers.

**MINROD'S
CURE for
ASTHMA**

Over 30 years ago the late Lord Beaconsfield testified to the benefits he received from MINROD'S CURE, and every post brings similar letters to-day.

MINROD'S CURE FOR ASTHMA. FAMED FOR 40 YEARS.

Sold in this by all Chemists and Grocers throughout the Country. Beware of Imitations.

WEATHER REPORT.

On the 18th at 11.20 a.m.—An anti-cyclone is central over N. Japan, and a shallow depression over Tongking.

Pressure changes since yesterday are small.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT. FORECAST.

Hongkong & Neighbourhood. E. winds, moderate; fair.

Fernosa Channel. Light or variable winds.

South coast of China between (Thb same as Hongkong and Lamooka.) No. 1.

South coast of China between (S.E. winds, moderate, Hongkong and Hainan.)

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 18th.

	Previous On Date	On Date
	at 2 p.m.	at 2 p.m.
Barometer	29.76	29.77
Thermometer	82	77
Humidity	77	91
Wind Direction	East	East
Force	3	4
Weather	c	c
Rain	0.03	—

Highest open air Temperature on 17th, 83.

Lowest open air Temperature on 17th, 78.

JUST RECEIVED.

STANLEY GIBBON'S
POSTAGE STAMP CATALOGUES
OF THE
BRITISH EMPIRE.
1914-15.
GRACA & CO.
Pioneer St (Hongkong Hotel Building),
Hongkong, 17th August, 1914. 1888

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

TEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.
THE Steamship

"ORIENTAL."

Captain A. L. Valentini carrying His
Majesty's Mail, will be despatched from
this port for BOMBAY, TO-DAY
the 19th August, 1914, at P.M., taking
Passengers and Cargo for the above Ports, in
connection with the Co.'s s.s. "Egbert,"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong, or with the Company's
Steamship "ARABIA" from Bombay.

Silk and Valuable Tea and Cargo for
Italy, France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer "proceeding direct to
Genoa (if sufficient cargo), (encoment),
Marseilles and London. Other Cargo for
London, etc., will be conveyed via Bombay
and transhipped to the s.s. "ARABIA," due
in London on the 26th Sept., 1914.

Parcels will be received at the Office
until 4 P.M. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWITT,
Superintendent,
Hongkong, 17th August, 1914. [1]

REGULAR STEAMSHIP SERVICE.
(WITH LIBERTY TO CALL AT THE MALABAR
COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.
S.S. "ST. EGBERT"
On or about 25th August.

For Freight and further information, apply
to—
DODWELL & Co., Ltd.,
Agents.
Hongkong, 29th July, 1914. 1888

VESSELS EXPECTED.

MERCHANT STEAMERS.

The P. & O. str. *Nubia* left Singapore
for this port on the 15th August, and is
due here on the 21st August, about day-
light.

The str. *Tanda*, from Calcutta, left
Singapore, and may be expected here on
or about the 21st August.

SHIRE LINE, LIMITED.
Carnarvonshire, from Vancouver, is due
in Hongkong 20th August.

LATEST STEAMER MOVEMENT.

The Mogul Line str. *Erroll* will sail
from Singapore on the 19th August, and
is therefore expected to arrive here on the
25th August.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-day, at P.M.
LONDON & ANTWERP	NILS	Brit. str.	—	H. Fowall	P. & O. S. N. Co.	About 25th inst.
MARSHALLS VIA SAIGON, SPAIN, COLOMBO, PORT SAID	CARNARVONSHIRE	Brit. str.	—	Costa	JARDINE, MATHESON & Co., Ltd.	On 31st inst.
MARSHALLS, LONDON & ANTWERP VIA SAIGON, PORT SAID	AMAZON	Brit. str.	—	Murai	MESSAGERIES MARITIMES	Quick despatch.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	KATORI MARU	Jap. str.	—	J. Kanoo	NIPPON YUSEN KAISHA	On 25th inst., at 10 A.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	K. Asakawa	OSAKA SHOSHN KAISHA	To-day, at 4 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	SADO MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	SHANTO MARU	Jap. str.	—	—	OSAKA SHOSHN KAISHA	On 3rd Sept., at 4 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	MERRIONETHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th Sept.
NEW YORK	ST. EGBERT	Brit. str.	—	—	DODWELL & Co., Ltd.	About 25th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	A. J. Hailey	CANADIAN PACIFIC R. Co.	On 15th Sept., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	H. S. Smith	PACIFIC MAIL S.S. Co.	On 15th Sept., at 1 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHINTO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 22nd Sept.
AUSTRALIAN PORTS VIA MANILA	SEITO MARU	Jap. str.	—	K. Soyeda	TOYO KAISEN KAISHA	On 3rd Oct.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
JAPAN	TILATAP	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 28th inst., at 10 A.M.
YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 P.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 11 A.M.
MOJI & KOBE	KAWACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
SHANGHAI, KOBE & YOKOHAMA	CORDELLIER	Frn. str.	—	—	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	WOSANG	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at D'light.
SHANGHAI	CHENAN	Brit. str.	1 m.	Nakamura	BUTTERFIELD & SWIRE	On 22nd inst., at 11 P.M.
SHANGHAI, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	—	F. J. Fox	NIPPON YUSEN KAISHA	On 25th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	ARCADIA	Brit. str.	—	—	JAVA-CHINA-JAPAN LINES	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	TYTHANOR	Brit. str.	—	Y. Yamamoto	OSAKA SHOSHN KAISHA	On 25th inst., at 2 P.M.
ANPING & TAKAO VIA SWATOW & AMOY	KATO MARU	Jap. str.	—	K. Hattori	OSAKA SHOSHN KAISHA	To-day, at 10 A.M.
TAMUI VIA SWATOW & AMOY	SOHO MARU	Jap. str.	—	K. Murakami	OSAKA SHOSHN KAISHA	On 25th inst., at Noon.
AMOY & FOOCHOW	DAIJI MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LARPAK & Co.	To-day, at 10 A.M.
AMOY & SHANGHAI, KOBE & MOJI	HAIRYAN	Brit. str.	2 h.	—	DOUGLAS LARPAK & Co.	On 25th inst., at 11 A.M.
SWATOW	TANDA	Brit. str.	—	—	DOUGLAS LARPAK & Co.	On 22nd inst., at 2 P.M.
SWATOW	HAIRYAN	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & FOOCHOW	CHINUA	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 2 P.M.
MANILA, CEBU & ILOILO	YUNNANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 2 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MANILA	LOONGSANG	Brit. str.	—	—	OSAKA SHOSHN KAISHA	On 25th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TYTHIN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst.
BOMBAY VIA SPORE, PORT SHAM, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst.
BOMBAY VIA SINGAPORE & COLOMBO	KANAKURA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 2 P.M.
SINGAPORE, PENANG, BANGGOL & CALCUTTA	CHINUA MARU	Jap. str.	—	—	THE BANK LINE LIMITED	On 27th inst.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
SINGAPORE, PENANG & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	GEORGEY APCAR	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	KAIFONG	Brit. str.	1 m.	—	—	—

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL AND HONGKONG. All other dates are approximate only.

TO VANCOUVER					TO L'POOL					FROM L'POOL					FROM VANCOUVER				
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool		Steamers	Quebec	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong		
Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Leave	Arrive		Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive	Arrive		
EMPEROR OF INDIA	Wed. day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.		17 July	24 July	29 July	14 Aug.	17 Aug.	19 Aug.	22 Aug.	25 Aug.		
										24 July	31 July	6 Aug.	17 Aug.	18 Aug.	20 Aug.	24 Aug.	26 Aug.		
										7 Aug.	14 Aug.	20 Aug.	3 Sept.	4 Sept.	6 Sept.	8 Sept.	11 Sept.		

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPEROR OF RUSSIA	£71.10	£71.10
EMPEROR OF ASIA	£65	£65
EMPEROR OF INDIA	£65	£65
EMPEROR OF JAPAN	£43	£45
MONTEAGLE	£43	£45

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUZUKI MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 30,225 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc. please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Poy.

SHIPPING

ARRIVALS.

CHENAN, British str., 1,300, Lloyd-Jones, 18th August—Shanghai 14th August, General—Butterfield & Swire.

FUKUKA MARU, Japanese str., 1,930, T. Okazaki, 18th August—Moji 10th August, General—Mitsui Bishi Goshi, Kwaisha.

HAIRYAN, British str., 641, A. H. Stewart, 18th August—Swatow 17th August, General—Douglas Lapraik & Co.

INDRAGHIRI, British str., 3,600, W. Charton, 17th August—Shanghai 14th August, Wood Oil—Order.

KARONGA, British str., 2,975, J. B. Patterson, 17th August—New York 2nd June, General—Order.

YUENSANG, British str., 1,193, P. M. Rolfo, 18th August—Manila 18th August, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

CHENAN, British str., for Canton.

CHUYEN, Chinese str., for Canton.

HAIRYAN, British str., for Swatow.

THURGOAN MARU, Jap. str., for Miike.

DEPARTURES.

August 18th.

CHONGSHING, British str., for Bangkok.

HAIRYAN, British str., for Swatow.

HALVARD, Norwegian str., for Saigon.

HANOI, French str., for Haiphong.

HEINCHANG, Chinese str., for Canton.

KANAGAWA MARU, Jap. str., for Yokohama.

KWANGLOO, Chinese str., for Shanghai.

LIANGCHOW, British str., for Shanghai.

MANCHURIA, American str., for Shanghai.

SHINKEI MARU, Japanese str., for Hongkong.

THURGOAN, Dutch str., for Yokohama.

SHIPPING REPORTS.

The British str. *Haumun* reported Moderate N.E. breeze, choppy sea, cloudy, showery.

The British str. *Indraghiri* reported Moderate S.E. winds and swell from S.W., heavy rain squalls at times.

PASSENGERS.

ARRIVED.

Per *Haumun*, from Swatow, Rev. E. Clauzel and Rev. E. Fabrice.

Per *Chenan*, from Shanghai, Mrs. Hazelwood and 3 children, and Mr. White.

CHINA COAST METEOROLOGICAL REGISTER.

18th August, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7 a.	—	—	—	—	—	—
Nemuro	6 a.	30.06	—	—	—	—	—
Hakodate	—	30.01	—	—	—	—	—
Yokohama	—	30.02	—	—	—	—	—
Kobe	—	29.92	—	—	—	—	—
Nagasaki	—	29.89	—	—	—	—	—
Kagoshima	—	29.90	—	—	—	—	—
Oshima	—	29.81	—	—	—	—	—
Naha	—	—	—	—	—	—	—
tsushima	—	—	—	—	—	—	—
Bonin Is.	—	—	—	—	—	—	—
Chefoo	—	—	—	—	—	—	—
Weihaiwei	29.83	79	91	—	—	—	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kinchuan	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	29.84	78	—	—	—	—
Yokohama	—	29.81	80	—	—	—	—
Shanghai	—	29.85	82	—	—	—	—
Amoy	—	29.80	79	87	—	—	—
Swatow	—	29.86	—	—	—	—	—
Taihou	—	29.85	—	—	—	—	—
Taiwan	—	29.85	—	—	—	—	—
Koshun	—	29.84	—	—	—	—	—
Pescadore	—	29.83	—	—	—	—	—
Canton	—	29.79	77	95	—	—	—
Hongkong	—	29.77	77	91	—	—	—
Cap Rock	—	29.73	—	—	—	—	—
Macao	—	29.74	84	—	—	—	—
Wuchow	—	—	—	—	—	—	—
Boihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Paulina	—	29.87	82	—	—	—	—
Tourane	—	29.72	79	—	—	—	—
Cape St. James	—	29.85	75	—	—	—	—
Appari	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Hollu	—	29.87	82	—	—	—	—
Bacolod	—	29.88	85	—	—	—	—
Cebu	—	29.89	80	—	—	—	—
Labuan	—	29.89	80	—	—	—	—

T. F. CLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ORIENTAL	19th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, NUBIA	Capt. A. L. Valentini	About 22nd Aug.	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NILE	About 26th Aug.	Freight and Passage.
SHANGHAI	ARCADIA	About 27th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th August, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW, PAKHOI and HAIPHONG	"KALFONG"	On 19th Aug. 10 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 19th Aug. 4 P.M.
SHANGHAI	"CHOW"	On 20th Aug. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 25th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU" "TAMING" and "TEAN". Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc. On "TAMING" and "TEAN".

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN" "SHANGHAI" and the S.S. "LIANGCHOW" "LUCHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARE:—

HONGKONG TO SHANGHAI.—SINGLE \$45. RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 19th August, 1914. TELEPHONE 36. AGENTS. [5]

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "TANDA" 6,800 tons, Captain will be despatched for AMOY, SHANGHAI, KOBE and MOJI on 25th August.
S.S. "TAKADA" 6,800 tons, Captain Robins, will be despatched for KOBE and MOJI on 6th September.

WESTWARD

S.S. "GREGORY APCAR" 4,600 tons, Capt. J. B. O'Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 27th August.
S.S. "DUNERA" 5,389 tons, Capt. E. G. M. Dickinson, will be despatched as above on 31st August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

Hongkong, 19th August, 1914.

DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	WED'DAY, 18th Aug. at 10 A.M.
"HAIYAN"	Capt. J. W. Evans	SATURDAY, 22nd Aug. at 2 P.M.
"HAIYANG"	Capt. W. C. Passmore	TUESDAY, 25th Aug. at 11 A.M.

The s.s. "Haiyang" calling at Swatow for Passenger only.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 19th Aug. at 11 A.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 21st Aug. at 11 A.M.

During the Month of August FIRST CLASS RETURN FARES TO FOCHOW will be subject to a Reduction of 20 per cent. on the full Fares.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th August, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVES HONGKONG FROM AUSTRALIA	LEAVES HONGKONG FOR AUSTRALIA
EMPIRE	22nd August	On 28th Aug. 10 A.M.
ST. ALBANS	12th Sept.	On 18th Sept. 10 A.M.
EASTERN		On 9th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	from Nagasaki 15th Sept.
SHINYO MARU	22,000—21 knots	TUES., 22nd Sept.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG:	PROPOSED SAILINGS	FROM COLOMBO:
19th Aug.	"NANERIG"	

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.
FIRST CLASS ACCOMMODATION FOR PASSENGERS.
Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, HAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kanno	WED'DAY, 19th Aug. at 4 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 3rd Sept. at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	WED'DAY, 26th Aug. A.M.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WED'DAY, 26th Aug. at 3 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJI MARU"	K. Murakami	SUNDAY, 23rd Aug. at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 30th Aug. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WED'DAY, 19th Aug. at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

Second Floor, No. 1 Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	RAI	KONG.			
2nd Thurs.		6 p.m. Tues.	Noon. Sat.		Saturday	Friday
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Oct. 26	Oct. 17
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOOREA	Oct. 10	Oct. 1
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Thursday
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 13

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows:—

LONDON	
1st Saloon "A"	Accommodation Single £25. Return £37.
2nd Saloon "A"	" " " £29. " £39.
"B"	" " " £24. " £36.
"B"	" " " £20. " £32.
MARSEILLES	
1st Saloon "A"	Accommodation Single £21. Return £31.
2nd Saloon "A"	" " " £25. " £33.
"B"	" " " £22. " £30.
"B"	" " " £18. " £27.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 23	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES:

1st Saloon £26 Single; £46 Return. 2nd Saloon £23 Single; £33 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 15%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KATORI MARU Capt. Mural	20,000	WEDNESDAY, 26th Aug. at 10 A.M.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 9th Sept. at 10 A.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 25th Aug. at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 9th Sept. at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. K. Soyeda	9,300	WEDNESDAY, 26th Aug. at Noon.
SHANGHAI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekine	9,600	WEDNESDAY, 23rd Sept. at Noon.
MOJI and KOBE	CEYLON MARU Capt. Naguchi	12,500	SATURDAY, 22nd Aug.
NAGASAKI, KOBE and YOKOHAMA	KAMAKURA MARU Capt. Nishimura	12,500	MONDAY, 31st Aug.
KOBE and YOKOHAMA	KIRIN MARU Capt. Nakamura	5,000	WEDNESDAY, 26th August.
	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, 28th Aug.
	TANGO MARU Capt. Sekine	9,600	TUESDAY, 25th Aug. at 5 P.M.
	MISHIMA MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 27th Aug. at 11 A.M.

* Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATE

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return	Return	Return	Return	Return

1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[2-9-14]

POST OFFICE NOTICE

A Mail for the United Kingdom and the Continent of Europe will be despatched by the P. & O. Oriental to-day.
The Oriental should connect with the Egypt at Colombo. Should she fail to connect with the Egypt she will proceed to Bombay and connect with the P. & O. Arabia.
The Egypt, allowing for 2 days delay to await the arrival of the Oriental, is due in London on September 21st. The Arabia is due on September 25th.

Mails for Mediterranean Ports will be despatched when possible direct via Suez.

The Parcel Post service to Egypt and countries beyond is for the present suspended.
The Oriental, with the Mail from London (via Siberia) of Tuesday, the 26th ult., is due to arrive here to-day.

FOR	PER	DATE
Amoy and Foochow	Haiyang	Wednesday, 19th, 8.00 A.M.
Swatow, Amoy & Formosa via Takao & Anping	Soshu Maru	Wednesday, 19th, 8.00 A.M.
Hohhai, Pakhoi and Haiphong	Kaiyong	Wednesday, 19th, 8.00 A.M.
Swatow	Hainan	Wednesday, 19th, 8.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, BERRY and BOMBAY	Oriental	Wednesday, 19th, 8.00 P.M.
(Supplementary Mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)		
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Seattle and Tacoma, Europe via America	Panama Maru	Wednesday, 19th, 1.00 P.M.
Philippine Islands	Chinhua	Wednesday, 19th, 3.00 P.M.
*Shanghai and North China	Kentucky	Wednesday, 19th, 4.00 P.M.
*Chefoo, *Ningbo and *Dairen	Eiger	Wednesday, 19th, 4.00 P.M.
Hohhai, Haiphong and Pakhoi	Hongkong	Thursday, 20th, 1.00 A.M.
Swatow and Bangkok	Chidai	Thursday, 20th, 1.00 A.M.
Japan via Yokohama	Namsang	Thursday, 20th, NOON
Shanghai and North China	Luohow	Thursday, 20th, 2.00 P.M.
Shanghai and North China	Wangshing	Thursday, 20th, 4.00 P.M.
Swatow	Haiting	Friday, 21st, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Saturday, 22nd, NOON
Philippine Islands	Yuenang	Saturday, 22nd, NOON
Shanghai and North China	Chenan	Saturday, 22nd, 4.00 P.M.
Swatow	Haimun	Sunday, 23rd, 9.00 A.M.
*Swatow, Amoy, and Formosa via Tamsui	Davis Maru	Sunday, 23rd, 9.00 A.M.
Philippine Islands	Haiting	Tuesday, 25th, 9.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Tokyo, Victoria, B.C., and Seattle (Wash.)	Sado Maru	Tuesday, 25th, 9.00 P.M.
(EUROPE via CANADA)		

* Specially super-scribed correspondence only.

COMMERCIAL

CLOSING QUOTATIONS.

August 18th.	
ON LONDON:	
Telegraphic Transfer	1/10 1/2 nom.
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days sight	1/10 1/2
Bank Bills, at 4 months sight	1/10 1/2
Credit, at 4 months sight	1/11
Documentary Bills 4 months sight	1/11 1/2
ON HONGKONG:	
Bank Bills, on demand	nom.
Credit, at 4 months sight	nom.
ON SHANGHAI:	
On demand	nom.
ON NEW YORK:	
Bank Bills, on demand	45 1/2
Credit, at 60 days sight	nom.
ON BOMBAY:	
Telegraphic Transfer	nom.
Bank, on demand	139
ON CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	39
ON SHANGHAI:	
Bank, at sight	75 nom.
Private, 30 days sight	nom.
ON YOKOHAMA:	
On demand	50 1/2
ON MANILA:	
On demand	91
ON SINGAPORE:	
On demand	79 1/2
ON BATAVIA:	
On demand	11 1/2
ON HAITONG:	
On demand	nom.
ON SAIGON:	
On demand	85
ON HONGKONG:	
Bank's Buying Rate	\$10.40 nom.
GOLD LEAF, 100 fine, per tola	\$57.40
BANK SILVER, per oz.	2 1/2

SUBSIDIARY COINS.
per cent.
Hongkong... 20 cents pieces... \$ 7.20 discount.
Hongkong... 10 " " " \$ 7.50 "

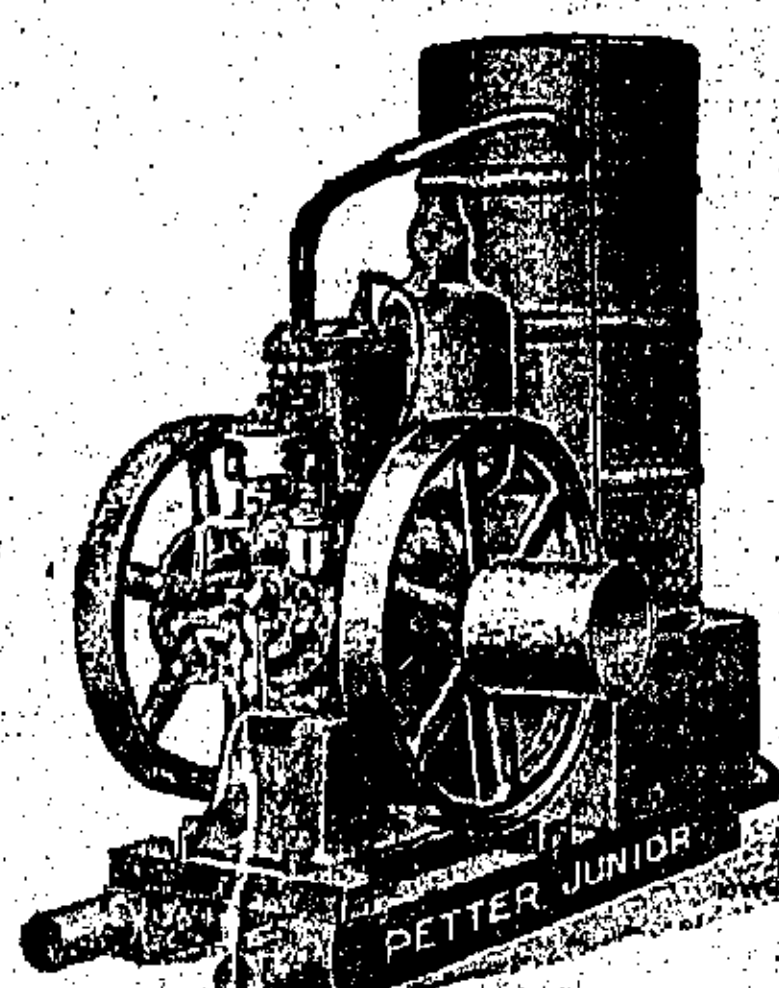
MAILS VIA SIBERIA.

London... Due Shanghai... August 15th.
July 29th.



The most critical smoker will find either of these three brands to suit his taste.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 H.P.
Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.

ONE WIRELESS TELEGRAPH SET
complete with Induction Coil, Overhead Wires
Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.

KEROSENE OIL ENGINES "PETER'S"
FROM 7 TO 12 H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPIRED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
UJIMANOER	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJILATJAT	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIKINI	SHANGHAI	Second half of Aug.	JAVA	Second half of Aug.
TJIPANAS	SHANGHAI	Second half of Aug.	JAVA	First half of Sept.
TJITAROEM	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIMAH	JAVA	First half of Oct.	JAVA	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 19th August, 1914.

Telephone No. 1574.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND CORDILLERE	CORDILLERE	—
YOKOHAMA	POLYNESIEN	—
MARSEILLES VIA PORTS	HOMEWARD (AMAZONE)	—
	PAUL LECAT	—

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

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TO-DAY

2.30 p.m.—Auction of Valuable Household Furniture at No. 2, Ormsby Villas, Grandville Road, Kowloon, by Messrs. Hughes & Hough.

FORTHCOMING EVENTS.

Saturday, 22nd Aug.—
Noon—Hongkong and Shanghai Banking Corporation Meeting of Shareholders at the City Hall.

Monday, 21st Aug.—
3 p.m.—Yue-Hing Loong Meeting of Creditors at the Registered Office.

Saturday, 19th Sept.—

Noon—Royal Aerated Waters Manufactory Co., Ltd., General Meeting at the Office of Messrs. Percy Smith, Seth & Fleming.

DRINK
'O.-T.'

'O.-T.' BLENDS WITH ALL DRINKS. TRY IT WITH YOUR WHISKY, GIN OR BEER.

'O.-T.' HAS A BENEFICIAL EFFECT IF YOU RISE WITH A FURRED TONGUE OR A BAD TASTE IN THE MOUTH. IT CORRECTS THE LIVER AND MAKES YOU WELL AGAIN.

DONNELLY & WHYTE.
SOLE AGENTS.

TEL. 636.

Hongkong, 1st August, 1914.

[1000]

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	...	\$8.00
Return " " (available also for return by day steamer)	...	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	...	4.00
Return " " (available also for return by night steamer)	...	...	...	...	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 19TH AUGUST, 1914.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
5 p.m. KINSHAN. 5 p.m. FATSHAN.

THURSDAY, 20TH AUGUST, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.
5 p.m. FATSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, 1,651 tons. S.S. TAI SHAN, 2,006 tons.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 23RD AUGUST, 1914.

The Company's New Steamship
"TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANWING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Black Pier.

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THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND OUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Sheds ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [50]

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHIN 10200 tons	NILE 11000 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

MONGOLIA	Sailing TUESDAY, 15th Sept., at 1 P.M.
KOREA	" TUESDAY, 6th Oct., at 1 P.M.
SIBERIA	" TUESDAY, 13th Oct., at 1 P.M.
CHINA (via Manila)	" TUESDAY, 27th Oct., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Mercier, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Bathrooms equipped with electric heating lamps. Numerous amusements—such as water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.